

84-0028/14

## ROUTING AND RECORD SHEET

SUBJECT: (Optional)

FROM:  
Harry E. Fitzwater  
Deputy Director for Administration  
7D 24 Hqs

EXTENSION

NO.

DATE

11 FEB 1977

STAT

TO: (Officer designation, room number, and building)

DATE

RECEIVED

FORWARDED

OFFICER'S  
INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

1.  
Executive Director

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P-304



Central Intelligence Agency

OL 2011-84

Washington, D.C. 20505

The Honorable Frank R. Wolf  
Committee on Public Works  
and Transportation  
House of Representatives  
Washington, D.C. 20515

Dear Mr. Wolf:

This letter is in response to your letter of 24 January 1984 concerning issues raised by the McLean Citizens Association.

To go directly to their concern, no action has been taken which forecloses any options for improving offsite roads. It was this fact that made the National Capital Planning Commission (NCPC) receptive to our request to allow us to proceed with the first bid package. An inherent feature of the site is the perimeter road that encircles the major facilities existing and planned. Because of this ring road, we are relatively unaffected by the location of intersections for our entrances. As we stated to the Commission, if it is necessary to relocate an entrance, a modification of the design will be required, but we are prepared to take that step.

Our efforts are proceeding in parallel on many issues. Preparing for construction and resolving the offsite roads issue are two such activities. At the time of the NCPC public hearing, we testified and did so based on the best information available to us at that time. The schedule for completion of the study of road alternatives was projected to be late December. After the NCPC action, new information came to us that the road study would be delivered immediately after the Christmas holidays. Since then, the study has slipped further as the review by Virginia Department of Highways and Transportation resulted in modifications to the draft report.

While the originally advertised schedule has not held, we believe the situation is still far from critical. The time between the NCPC approval of a design and actual construction is measured in months. As Mr. Gray's letter states, we have agreed not to sign any construction contract until at least April, and delivery of the road study is imminent. The Traffic Advisory Committee should have sufficient time to discuss and deliberate on the recommended alternatives. While we had hoped for a more relaxed schedule, there still is no apparent reason to believe meaningful results cannot be produced within the next several months.

I do not believe anyone has broken faith with the community. We carefully review each of our actions to ensure that it is consistent with agreements made

OL 2011-84

The Honorable Frank R. Wolf

by ourselves, NCPC, yourself, and the State. You can be assured that I will discuss with you any action that might jeopardize your position. Please call on us for further information if we can be of assistance.

Sincerely,

Harry E. Fitzwater  
Deputy Director  
for  
Administration

cc: Mr. Donald Bozarth,  
National Capital Planning  
Commission

STAT

OL/NBPO [ ] (02 Feb 84)

Distribution:

Orig - Addressee

- 1 - Mr. Donald Bozarth, NCPC
- 1 - DDCI, w/background
- ~~X~~ - EXDIR, w/background
- 2 - DDA
- 1 - D/OLL
- 1 - D/OL
- 1 - OL/NBPO Official File

Date

## ROUTING AND TRANSMITTAL SLIP

23 JAN  
1964TO: (Name, office symbol, room number,  
building, Agency/Post)

Initials

Date

1. C/HBPQ, 4E-50 Hqs.

2.

3.

4.

5.

Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	Signature
Coordination	Justify	

## REMARKS

- 1 - Pls prepare an appropriate response for Mr. Fitzwater's signature. Cy has been forwarded to D/OL for info and also to D/OLL for info. Pls provide D/OLL with cy of the response. Thanks.

*Suspense 2 Feb*

DO NOT use this form as a RECORD of approvals, concurrences disposals, clearances, and similar actions

FROM: (Name, office symbol, room number, building, Agency/Post)	Room No. <sup>D14</sup> STAT
A/EO/DDA	Phone No.

5041-102

\* GPO: 1963 O - 551-111 (232)

OPTIONAL FORM 41 (Rev. 7-76)  
Prescribed by GSA  
FPMR (41 CFR) 101-11.206

FRANK R. WOLF  
10TH DISTRICT, VIRGINIA

WASHINGTON OFFICE:  
130 CANNON BUILDING  
WASHINGTON, D.C. 20515  
(202) 225-5136

CONSTITUENT SERVICES OFFICES:

1651 OLD MEADOW RD.  
SUITE 115  
MCLEAN, VIRGINIA 22102  
(703) 734-1500

19 E. MARKET ST.  
ROOM 4B  
LEESBURG, VIRGINIA 22075  
(703) 777-4422

Congress of the United States  
House of Representatives  
Washington, D.C. 20515

January 9, 1984

COMMITTEES  
PUBLIC WORKS AND  
TRANSPORTATION  
SUBCOMMITTEES  
AVIATION  
SURFACE  
TRANSPORTATION  
POST OFFICE AND  
CIVIL SERVICE  
SUBCOMMITTEES:  
CIVIL SERVICE  
POSTAL PERSONNEL  
AND MODERNIZATION  
SELECT COMMITTEE  
ON CHILDREN, YOUTH  
AND FAMILIES

Mr. Harry Fitzwater  
Central Intelligence Agency  
Washington, D.C. 20505

Dear Mr. Fitzwater:

I have enclosed a copy of a letter from [redacted]  
the Director of The Country Day School in McLean, con-  
cerning potential hazards from additional traffic on George-  
town Pike due to the CIA expansion.

STAT

I would appreciate your evaluation of the points raised  
by [redacted] so that I can further respond to her. Also,  
I would appreciate your making her concerns known to the  
consultants for their consideration in determining solutions  
to mitigate the effects of the additional traffic.

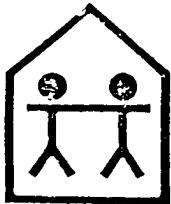
STAT

Thank you for your assistance.

Sincerely,

Frank R. Wolf  
Member of Congress

FRW/ncb  
enclosure



THE COUNTRY  
DAY SCHOOL

6418 GEORGETOWN PIKE  
MCLEAN, VIRGINIA 22101  
(703) 358-4282

84-0028/1

January 3, 1984

The Honorable Frank Wolf  
Congress of the United States  
130 Cannon Building  
Washington, DC 20515

Dear Mr. Wolf:

I would like to call your attention to a very dangerous situation that will be exacerbated by the additional traffic on Georgetown Pike as a result of the construction of the new CIA building.

The entrance to the Country Day School, which serves approximately 250 pre-school children, including some CIA families, is located at the Langley Fork on Georgetown Pike, only  $\frac{1}{4}$  to  $\frac{1}{2}$  mile from the CIA entrance. A small hill crest interferes with the safe visibility of all drivers coming from McLean, who round the corner from Old Chain Bridge Road onto Georgetown Pike at the Fork, as well as for drivers coming from the beltway exit to Georgetown Pike and continuing to the CIA. Accidents have occurred at the Fork frequently, one being fatal. It is our desire to prevent a major tragedy involving small children and young mothers. A CIA study dated November 22, 1983, Technical Memorandum No. 1 for the CIA Expansion Study, states: "Another observation is that traffic volumes on Rtes 123 and 193 are more significantly influenced...by the alternative future conditions than are the Parkway and the Beltway.... The impact of adding a certain number of vehicles per hour on Rte 193...would be greater than adding the same number of vehicles on the Parkway."

We ask that you consider the removal of the hill crest as part of your overall plans to ease the impact of the expected additional traffic on on the neighborhood. This would need to be done in conjunction with the Virginia Department of Highways and Transportation, which does not have the needed funding for this project. This lovely section of Georgetown Pike has been designated a historic byway for Virginia, and the only one in the county. Thus, extensive widening of Rte 193 is not desired. In actuality, "topping" the hill is in the long-range design papers of the VDH&T, and is therefore a feasible undertaking during the time of construction at the CIA.

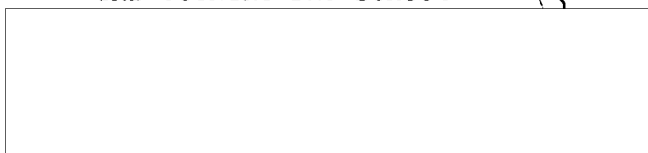
OL 20034-84

The Honorable Frank Wolf  
January 3, 1984  
Page 2

We suggest that the federal and state governments work together to find a resolution to the compounding of an already existing problem to a Virginia highway brought about by additional federal building. This would be consistent with our understanding of Congressman Wolf's position.

We further think this could serve as a model nationwide of the way in which an historic byway may be made safe and still preserve its historic character and community value through the efforts of federal, state and local community members.

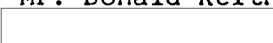
Sincerely,  
THE COUNTRY DAY SCHOOL



Director

STAT

DBM/mnr

Copies: Senator John Warner  
State Senator Clive Duval  
Mr. Donald Keith, VDH&T  
 CIA Traffic Advisory Committee  
Ms. Lilla Richards, MCA Transportation Committee  
Mr. Kent Maxfield  
Mr. Glen Urquhart, National Capital Planning Commission  
Ms. Nancy Falck, Dranesville District Supervisor

STAT